

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,311 號壹拾壹百叁千叁萬壹第 日肆十月玖年六十二緒光 HONGKONG, TUESDAY, NOVEMBER 6TH, 1900. 式拜禮 號陸月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

## THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED.

CONFECTIONERS.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## CUTLER, PALMER & CO.

WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

## SQUARE BOTTLE WHISKY

The sale of this good Scotch Whisky increases month by month. It is of Superior Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for—LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong by G. C. ANDERSON, 13, Praya Central, Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN

NET

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

10.45 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

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6.30 p.m. to 7.30 p.m. Every quarter of an hour

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3.30 a.m. to 4.30 a.m. Every quarter of an hour

4.30 a.m. to 5.30 a.m. Every quarter of an hour

## COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES. WOOLLEN UNDERWEAR. HATS, SHIRTS and EVENING GEAR.

## LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

DRESS SUITS from \$45. TWEED LOUNGE SUITS from \$35. NOFOLK JACKET SUITS from \$35. SCOTCH TWEED ULSTERS, for Travelling, from \$50.

## LANE, CRAWFORD & CO.

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PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAK'S, FILMS AND ACCESSORIES. DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the underlined.

SUPERB OLD COGNAC.

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

C.P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

VERY SOFT, PALATABLE, AND MATURE.

## MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

Entrance: ICE HOUSE STREET (New Victoria Hotel).

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

## WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

## JUST LANDED.

EX S.S. "STUTTGART."

## KUPPER'S PILSENER BEER.



Telephone 75

The most popular of light Beers—there is never any sediment in KUPPER BEER.

Always bright and sparkling.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS

## THE VICTORIA DISPENSARY,

HONGKONG

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

## W. BREWER & CO.

CHRISTMAS CARDS FOR HOME MAIL.

"CHINA'S OPEN DOOR" a Sketch of Chinese Life and History, by R. Widdman, U. S. Consul General. \$3.50

NEW BOOKS AND NEW EDITIONS.

The Master Christian, by Marie Corbelli. \$1.50

The Love that Lasts, by Florence Warde. \$1.50

The Scarlet City, by "Potts" and "Benson". \$1.50

For Britain's Soldiers, by Rudyard Kipling, S. R. Crockett, Sir Walter Besant, and others. Edited by C. J. Cutcliffe-Hyde. \$1.50

The Fourth Generation, by Sir Walter Besant. \$1.50

The Legend of Lady Smith, by Captain Clive Dixon, 18th Lancers. \$2.25

New Volume Bo Peep, 1800. \$2.25

New Volume Chums, 1800. \$4.50

With Buller in Natal, by G. A. Henty. \$3.50

In the Irish Brigade, by G. A. Henty. \$3.50

Three Fair Maids, by Katherine Tynan. \$3.50

Molesworth's Pocket Book of Engineering Formulae. \$3.50

Bangkok Bar Table, by Capt. J. A. Morris. \$2.00

NEW STOCK.

FOOTBALLS, TENNIS RACKETS, and

BALLS, CRIKET BATS, BALLS, LEG

GUARDS, BATTING and WICKET.

KEEPING GLOVES.

CHILDREN'S TOYS.

CIGARS, TOBACCO, CIGARETTES.

BRIAR PAPES (Large Variety), &c.

23 & 25, Queen's Road, Hongkong.

## PARIS EXHIBITION, 1900.

## THE GRAND PRIZE—

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

## JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

## H. PRICE & CO.

12, QUEEN'S ROAD.

## THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

## THE ROBINSON PIANO CO., LD.

NOTICES OF FIRMS.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF

MR. THOMAS MORGAN BOYD

with our Firm CEASED on 31st March, 1900.

BOYD & CO.

Amoy, 31st October, 1900. [2503]

NOTICE.

I HAVE This Day ADMITTED MR.

FRANK SMYTH A PARTNER in my

Business, which will henceforth be carried on

under the Firm Name of VERNON AND

SMYTH.

J. Y. V. VERNON,

Share & General Broker.

Hongkong, 1st November, 1900. [2769]

EUROPEAN CLERK WANTED by a

German Firm.

Apply to—

X. X. X.,

Care of Office of this Paper.

Hongkong, 29th October, 1900. [2760]

NOTICE

TENDERS are invited for the Purchase of

TWO BOILERS removed from H.M.S.

"TWEED" which may be seen on the Jetty,

Victoria Yard. Tenders marked "Boilers"

are to be lodged with the COMPTROLLER in

Charge not later than Noon, on THURS-

DAY, 8th instant. Boilers will be put into

junks by Government.

By Order—

H. SIMMINS,

Naval Store Officer.

H. M. Naval Yard.

Hongkong, 3rd November, 1900. [2808]

NOTICE FROM SHANGHAI.

FROM this day HOPKINS BUT-

CHERY is again prepared to Supply its

numerous Patrons in Hongkong as in former

years with PRIME BEEF, GAME, WILD

FOWLS, GAME PIES and BRAWNS, &c.

Orders are respectfully solicited.

HOPKINS BUTCHERY,

Shanghai.

Shanghai, 1st November, 1900. [2804]

POPCOMMILL BROTHERS

37 & 39, QUEEN'S ROAD CENTRAL.

WHOLESALE & RETAIL IMPORTERS

and EXPORTERS, HAVE Silk Goods for

Indian, Chinese and Japanese, and other Articles.

Ornamental Embroidery, Bags, and Carpets.

Jewellery, Cashmere Shawls, Ivory, Bandolwood

and Tortoise-shell Ware, Caricatures and Fancy

Goods.

GIVE US A CALL.

Hongkong, 2nd November, 1900. [2766]

Arrivals, Departures and other Shipping Intelligence will be found on pages 6, 6 and 7

## INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality and having Greatest Durability are there-fore CHEAPEST.

## JOSEPH GILLOTT'S

The Only Award Chicago, 1893

NUCLEAR FOR PENNY BANK.

Barrel Pens, 225, 226, 232

Slip Pens, 333, 334, 337, 166,

404, 7,000.

In Fine, Medium, and Broad Points

THE NEW TURNED-UP POINT, 1632

2837

## HOTELS.

## HONGKONG HOTEL.

A First Class Hotel in every respect.

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## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED 1841.

## CONFECTIONERY.

SHIPMENTS FOR THE NEW SEASON  
HAVE ARRIVED.

INCLUDING

Confections of all kinds, from simple  
articles to the FINEST and MOST  
DELICATE productions of the best firms  
in Europe.

CADBURY'S CHOCOLATES

IN ALL VARIETIES.

PASCAL'S SPECIALITIES.

Jordan Almonds, Smyrna Rabat,  
Vanille Pralines, Montelimar Nougat,  
Royal Pralines, Amandes Aboukir,  
Dragées, Crèmes,  
Fondants Fourrés, Chocolatines,  
Marzipan, Nougatines,  
Apricotines, Fondants.

Fried Pralines, &amp;c., &amp;c., &amp;c.

ALSO

CHRISTMAS  
AND  
NEW YEAR CARDS  
IN GREAT VARIETY.A. S. WATSON & CO.  
LIMITED.

HONGKONG DISPENSARY.

BIRTHS.

At the Peak Hospital, on the 3rd inst., the wife  
of G. MacKenzie, of a daughter.  
On the 5th November, at No. 4, Blue Buildings,  
the wife of C. T. Robinson, of a son.  
On the 20th November, at No. 57, Sheehin  
Road, Shanghai, the wife of R. Heinsan, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 24, 1903

In the political world, as in that of nature, a prolonged calm is to the thoughtful mind always suggestive of danger, and the reason is evident. In the ordinary course of events there is ever a flux and reflux, and it is only when powerful forces are called into being, which for the moment produce a temporary equilibrium, that rest is possible. Of late years the attention of the great Powers of the world has been drawn in a continually increasing ratio to the capabilities of China, and when that nation, in ignorance of the current of events, suddenly threw down the gauntlet of defiance to the whole world, the forces at work were doubled in intensity. No nation was prepared at the moment to undertake alone the task of restoring order, but there was one feeling common to all, and that was the intention of rendering nugatory by every means in its power the efforts of all others to gain any private advantage. This is in a few words the cause of the very ominous position in China. The Peace Congress of the Hague last year threw a good deal of light on the very complicated conditions that prevailed in Europe and showed how very difficult it was for any one Power to recede from a position once taken up. In such a case a general movement of the surrounding masses would be the immediate result, with the certainty that such a movement once commenced it would be impossible for the most enlightened to foresee the eventual end. The irruption of the Boers into Natal proved how such a movement might have the most far-reaching results. The unexpected energy displayed by the greater dependencies of Great Britain in dealing with the void alone presented the most serious and producing world-wide disorder. To suppose a revolution as took place in France was not affected

without sending an electric shock through the world, and could only be attributed to the highly charged condition of the world. The centre of gravity at the beginning of the century has in effect shifted from Europe to the Pacific Ocean, and the command of this new highway of the nations will apparently for years to come be the point of highest tension. The unexpected acquiescence of Great Britain in the advances towards the Far East of the United States has left also its mark, and there is little doubt that the fear of seeing the Great Ocean fall under the control of the Anglo-Saxon peoples had a great deal to do with the jealousy shown on the continent of Europe towards England's successes in South Africa. Unfortunately the United States have not seen that that feeling really included themselves and hence the partially successful attempts made to separate the interests of the two great branches of the race in China. Unfortunately the knowledge of the importance of the issues concerned has not met with full recognition either in London or in Washington, but there are unmistakable signs that a wider view of the situation is beginning to penetrate the strangely composite body forming the public opinion on both sides of the Atlantic. The result of the recent elections in Great Britain has in this respect been a strange awakening to the party following the present Government. While seemingly all in favour of Lord Salisbury there are undercurrents tending to show that his Government has taken too narrow a view, and that the awakened feeling is by no means too favourable to a continuance in office of Her Majesty's present advisers. The feeling is hardly in evidence at the moment, but it goes far to show that the Empire has more important issues at stake than what may be called the parochial politics of the Home Counties. The British House of Commons has deserved well of the nation in the past, but the questions which divide it are not always these which concern an Empire, and Imperial as distinct from domestic politics are not confined to one section or one party. The feeling has been growing, but has never been exhibited to the same extent as recently. Coalition governments in the past have as a rule resulted in failure, yet on certain great occasions, as when Lord Palmerston was called into office to repair the mistakes of the party in power at the commencement of the Crimean war, they have been found a necessity. After all, our position in the Far East in face of Australia and Canada, on the one side, and the United States, Russia and France, on the other, is not one which is concerned with the benevolent system of redressing the wrongs of any particular section of the merely British public, which has dominated our Government of recent years. The Reform Bill was an excellent measure in the past, but it little concerned our distant colonies at the time. Then the Colonies in their relation to the Empire could well be made the affair of a department, but the same can hardly be said to apply to the present. The affairs of the Empire must be managed as a whole, and it is fortunate that while this feeling has as yet made but little way with the Government in office, it has been widely marked in the recent elections, and will no doubt make itself powerfully felt in the new House of Commons.

The visitors to the City Hall Library and Museum last week included 529 non-Chinese and 165 Chinese to the former institution and 251 non-Chinese and 2,194 Chinese to the latter.

Mrs. Gascoigne was "At Home" last night at Head Quarter House, and a large number of guests, including H.E. the Governor and Lady Blake, were present at an evening Garden Party from 9 to 11.30 p.m. The grounds were charmingly illuminated and some most excellent music was provided by the bands of the Royal Welsh Fusiliers and 22nd Bengal Light Infantry.

At the offices of the Public Works Department yesterday afternoon Mr. G. J. W. King offered two lots of Crown land for competition. Kowloon Island Lot No. 227, which comprises 8,478 square feet, was bought by Mr. Pang Wing Ke for Chinese tenements for \$2,770 (upset \$2,348). Kowloon Island Lot No. 1,111, which comprises 2,250 square feet, was sold to Mr. Wong Ki Sam for \$1,570 (upset \$1,350).

Last night, in the Union Church, Mr. George Grimble gave the first of a series of Organ Recitals in aid of the Organ Fund before a very large congregation. The programme consisted of a soprano solo by Mrs. Mudie, a tenor solo by Mr. Mirov, a solo and chorus by Mrs. Mudie and the choir, and five organ selections by Mr. Grimble. Mrs. Mudie was in good voice and interpreted the solos with her usual taste and expression, especially in the solo and chorus "As pants the hart," which she rescued from mediocrity. Mr. Mirov sang Beethoven's "Against Those who I sinned" in very good style. Mr. Grimble rendered his share of the programme in a masterly manner, taking into consideration the instrument he had to perform on. Owing to the indisposition of Mrs. Mirov, the programme had to be altered, and the place of Mrs. Mudie's solo was taken by Mr. Grimble. Financially, as well as artistically, the Recital was a great success, the collections being \$180.

The Nagasaki harbour improvement work is now being rapidly pushed on day and night, so that the scheme may be finished within the stipulated period, which expires the 31st March, 1902. The reason for this activity is that the Central Government threatens to withdraw the state subsidy should the Municipality fail to complete the work within the prescribed term.

The harbour improvement is carried on at an estimated expenditure of 3,100,000 yen, of which 1,350,000 yen was raised by means of a municipal loan. When the work is completed, it is expected that an area of 190,000 taebu will be reclaimed. Of this, 20,000 taebu have been already purchased by the Kyushu Railway Company and 10,000 taebu will be reserved for sewage channels and the construction of streets. Only 160,000 taebu will remain for building purposes.

Two important changes, says the *Saturday Review*, will follow the Ashanti campaign, the first of them military. The various drilled levies in West Africa will be organized into a single military body, of which two battalions will be stationed in the Niger territories, a battalion on the Gold Coast, half a battalion in Sierra Leone and Lagos respectively. Each of these units will be commanded by an officer with the rank of Lieutenant-Colonel, and the whole will be under an inspecting officer, who would actually take the command in the event of any considerable war, such as the late rising. The various police forces incorporated will receive a more strictly military training, and the officers will have military titles; but the force will be under the Colonial Office. Only the West African regiment maintained at Sierra Leone, for the defence of the coasting station will remain under the War Office. Uniformity of equipment will be given to the newly constituted little army, which is merely an extension of the West African Field Force raised and organized three years ago by General Lugard. The other change is political. Up to the present Ashanti and the regions north of it, regarded as within our sphere by the Anglo-French agreement of 1894, have been administered as a separate entity. A Resident will be sent to the Ashanti, and we shall now be in a position to exercise the control to be exercised by the

British transport *St. Andrew*, and *Warrior* left on Sunday night for Bombay and Calcutta respectively.

No frost, plague, or death occurred in the 48 hours ending at noon yesterday.

The British transport *St. Andrew*, and *Warrior* left on Sunday night for Bombay and Calcutta respectively.

The Shanghai A.D.C., according to the local papers, has scored another success with *Our Regiment*, which has been drawing big houses at the Lyceum last week.

The British transport *Ujine*, with a broken stern frame, was docked at Messrs. Farnham and Co.'s International Dock, Shanghai, on the 29th ult.

According to a Peking telegram to Tokyo, dated the 25th ult., the Foreign Ministers at Peking were to hold a conference on the following day to arrange for the proposed peace negotiations with the Chinese Commissioners.

For the convenience of the foreign residents of Tientsin, it is reported that the N. Y. K. steamers on the North China line will call at Tongku as formerly. The new arrangement was to be first carried into practice by the *Genkai-maru*, which was expected to leave Nagasaki on the 2nd inst. for North China.

A Japanese paper states that 20 wounded officers and 720 soldiers as well as 14 invalided officers and 2,680 men of that nationality have been brought home to Japan since the outbreak of the Chinese troubles. It is stated that 2,050 officers and men are receiving treatment in the military hospital at Hiroshima.

According to an Extra published on the 30th ult by the *Ostendische Lloyd*, the German troops have had lately several encounters with Boxers between Peking and Tientsin and in their vicinity; but it appears, nevertheless, that recent arrivals at Shanghai from Peking, who came by road unaccompanied from the capital to Tientsin, encountered no dangers whatever on the way.

The water of the Yangtze is still very low, and there are no hopes of there being any great rise this season. Very little rain has as yet fallen in the interior, consequently the canals, streams and even the wells are almost dry. There is very little water in the Han, and it is feared that the water-borne portion of coal from the interior will be very small. A big rise in price is predicted.

We received yesterday morning from Mr. Rousseau Wildman, U.S. Consul General, the following Typhoon Warning, issued from Manila Observatory at 10 a.m.:—"Depression in the Pacific East of the Archipelago." Yesterday evening arrived another warning issued from Manila Observatory at 3.30 p.m., to the following effect:—"The depression seems to be S.E. by E. of Manila between 11th and 13th parallels."

The *N. C. Daily News* describes the execution on the 29th ult. in the Native City, Shanghai, of a member of the Koloa Hui Society, suspected of being implicated with the so-called Reformers executed at Wuchang in August. The accused was interrogated (by torture) and confessed his standing in the party as "Vice-President of the Board of Rites." By order of the Nanking authorities, he was summarily decapitated, the execution taking place on the parade ground outside the Little South Gate of the city, superintended by the Shanghai magistrate and General Yen, escorted by some 150 soldiers.

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The return of cases of communicable disease in the Colony last week shows one of Siphilitis (Victoria) and seven of enteric fever, five in Victoria, two of the Marston, the latter imported from Germany and Shanghai. Five of the enteric cases proved fatal.

The *Asahi* states that the request lodged with the Government by Mr. Hayashi, Japanese Minister, for the erection of lighthouses along the Korean coast, has led the Korean Government to decide to carry out the work themselves. The work has been entrusted to Mr. McLeary Brown, who will start to construct light-houses at Chemulpo next spring. It is reported that the Russian Minister to Seoul also lodged a request with the Korean Court for the erection of lighthouses.

Some sweeping changes are contemplated at the Mail dock, states the *S.F. Call*. With the advent of the new steamers now building at Newport News the Occidental and Oriental vessels and those of the Toyo Kisen Kaisha will move to Long Wharf, Oakland. From that time on Oakland will be the port of entry and clearance of these companies' steamers. The Pacific Mail Company will run three of its Panama steamers as far south as Valparaiso and will, if the service warrants, continue on to London, Havre, and Antwerp. A regular steamer is to be put on between here and Manila and still another will connect for Port Arthur and Vladivostok.

In a recent book on "L'Angleterre et l'Impérialisme" an Anglophobe French writer, by name Victor Bérard, makes Mr. Chamberlain the villain of the great drama, "The Down-fall of England." Birmingham is the seat of his power and the centre of opposition to this malign influence is Manchester, where Mr. Bérard would persuade himself that the old Radicalism still reigns supreme. In his opinion Imperialism is an adventure of force and fraud into which Mr. Chamberlain is launching his country in order to recover the lost prosperity of Birmingham. His knowledge of facts may be gauged by the fact that he imagines the masters of industry in that city stroll down to their offices late in the morning, pass the afternoon in playing billiards, and try to grow wickedly rich on shares in bubble companies.

## FOOTBALL.

H.K.F.C. v. R.W.F.

The opening match of the season was played at Happy Valley yesterday afternoon, when the Hongkong Club met and defeated a team from the Royal Welsh Fusiliers. The eleven were—H.K.F.C.—Goal: Graham; backs—Russell (left) and Looker (right); half-backs—Jenkins (right), Kew (centre), and Henderson (left); forwards—Yule and Noble (right wing); Booth and Wild (left wing).

The club won the toss and kicked off. An exhibition of head work followed, the ball being kept well in mid-field. The ground men were the first to break away, and secured a corner, from which nothing resulted. The Fusiliers caught the leather from the goal kick, and a place of give-and-take work ensued. Two sides followed in rapid succession—one for each team. From their throw-in the Fusiliers had a good try for goal, Matthews bringing his men well inside the club's defences. A tussle at goal followed, but Gregory failed to support, and the ball was again centred. Booth captured it, and dribbling well down, passed over to Noble, who secured a very soft goal. Travers not seeming to realize that his charge stood in real danger. The Fusiliers now pushed up, Jiles and Dawson putting in some splendid shots that kept Looker and Russell on the hop. The club men quickly broke away, however, and a long shot by Jenkins put Travers on the watch. He caught the ball, but it slipped through his fingers and dropped to the ground. Had the home team's forwards been any near, a second goal must inevitably have followed, but they were not, and thus a splendid chance was lost. The ball was sent out and taken charge of by Jiles, who splendidly supported by Dawson and the other forwards; shot for goal. Looker and Russell saved, however, and a corner was claimed by the Fusiliers, which resulted in a dead ball.

The fielded, and Booth and Wild broke well away, but only got a bye for their trouble. A rather tame bit of play followed, the ball being headed from one man to another in the centre of the field, and looking as though it were going to stop there. Jiles and Dawson, without question the two best men the Fusiliers had in the field, intent on business, put a stop to this manoeuvring, and the former sent in a low, swift ball that Graham stopped beautifully. Dawson again caught the ball, and passed it over to Jiles, who, evading Looker and Russell, sent the ball into the net and equalised for the Fusiliers. Just before half-time Kew received a hurt and had to retire. The score stood equal when the half-time whistle was sounded.

The ground men, who from the beginning had played a man short, faced the Fusiliers in the second half minus two men, Kew's hurt preventing him from taking his place in the field. Jiles immediately assumed the aggressive, and sprang for Graham's charge. He shot, but was crowded, and the ball went harmlessly past. A break-away on Noble's part resulted similarly, the ball in this case going over the bar. Graham kicked out and presently had another visit from the Fusiliers forwards, who were pressing strongly. A tussle ensued at goal, and matters were looking rather blue for the home team when Looker captured and sent the leather well away. Yule and Noble carrying the ball between themselves, the former in the centre, the latter in the other end of the field. Ryan stopped them, however, and centred. The ball, after a brief struggle in mid-field, was again secured by the ground eleven, Noble taking possession and sending a long shot in to Travers, who saved neatly. The Fusiliers forwards now had a look-in, and appeared like scoring. The ground men saved, however, at the expense of a corner, which came to nothing. The game ended soon afterwards without either team having added anything to their respective score.

Result: A draw, one goal each.

## LATEST STEAMER MOVEMENT.

The *N. C. Daily News* states that the N. Y. K. steamers *Genkai-maru* and *Genkai-maru* will leave Nagasaki on the 2nd inst. for North China.

## HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Chamber of the Government Offices, there being present—

His Excellency the Governor (Sir Henry Blake, G.C.M.G.),  
His Excellency Major-General Gascoigne, C.M.G. (Commanding the troops),  
The Hon. J. H. BREWSTER LOCKHART, C.M.G. (Colonial Secretary),  
The Hon. W. MEIGH GOODMAN, Q.C. (Attorney-General),  
The Hon. A. M. THOMSON (Colonial Treasurer),  
The Hon. E. D. OMSBY (Director of Public Works),  
The Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police),  
The Hon. BASIL TAYLOR (Acting Harbour Master),  
Hon. Dr. Ho Kai,  
Hon. J. T. THURSDAY,  
Hon. B. M. GRAY,  
Hon. W. E. A. YUK,  
Mr. R. T. JOHNSTON (Acting Clerk of Council).

THE BLUE BOOK FOR 1899.

The Colonial Secretary laid on the table the Blue Book for the year 1899.

FINANCIAL.

The Colonial Secretary laid on the table Financial Minutes Nos. 55, 57, and 59, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded and the motion was carried.

AGREEMENT TO RADIATE BEHAVIOUR.

The Colonial Secretary moved that the amendment to By-law 8 made under sub-section 13 of Ordinance 24 of 1897, by the Sanitary Board be approved. The amendment ran as follows:—"Except between the hours of 1 a.m. and 6 a.m. the conveyance of excrement matters along any public road or street is prohibited."

The Attorney-General seconded and the motion was carried.

## SMOKING ON NAVAL AND MILITARY PREMISES.

The Attorney-General moved the second reading of a Bill entitled an Ordinance to provide against smoking on certain naval and military premises. The Bill is as follows:—"The objects and reasons of the Bill are set forth as follows:—"This Ordinance is intended to provide a sufficient penalty against smoking in certain places where, considering the nature of the stores and property, such practice is most reprehensible and dangerous. It is brought forward at the request of the Naval and Military Authorities, who have pointed out that while the value of the property endangered is very large, the law has hitherto provided no punishment for the offence. There are certain places in the colony where most valuable stores are placed, and any carelessness on the part of the employees might not only involve a fire but a dangerous explosion. China cannot be depended upon being which is right, and it is to be done by being threatened with a pecuniary penalty in the case of their offending. The Commanders called attention to this matter, and it was subsequently suggested that the same law should be applied to both naval and military premises."

The Bill having been considered in committee and no alteration made it was read a third time and passed.

## THE RESUMPTION OF CHINESE LANDS.

On the motion of the Attorney-General, seconded by the Colonial Secretary, the Bill entitled an Ordinance to facilitate the resumption of the Government of Chinese Lands required for a public purpose was read a third time and passed.

## MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The CHAIRMAN said the first minute was one in which the Governor recommended the Council to vote a sum of One Hundred Dollars in aid of the vote "Furnitures and Incidental Expenses, Registrar General's Department, the amount in the Estimates for incidentals not having been submitted."

The CHAIRMAN said the next minute was one in which the Governor recommended the Council to vote a sum of One thousand and Three hundred Dollars in aid of the following votes in the Sanitary Department: Market Expenses, \$300; Watering Streets, \$300; Allowance for knowledge of Chinese, \$300. Total \$1,900. The market expenses had been increased by the purchase of more brooms; and the expense of watering the streets had been increased by the fact that more streets had been watered than heretofore. As to the allowance for knowledge of Chinese, the Inspectors were now granted the same amount as was granted in the Police Force for knowledge of Chinese.

The CHAIRMAN said the next minute was one in which the Governor recommended the Council to vote a sum of two thousand and forty-five dollars in aid of the following votes:—Provisions for prisoners \$1,000; rent for wardens' quarters \$145; material for remunerative industry \$500; incidental expenses \$400; total \$2,045. The vote was agreed to.

This was all the business.

## SUPREME COURT.

November 24th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SHERBOURNE SMITH (ACTING JUDGE).

## RADICKER v. GERALTY.

The hearing of this case was resumed. The plaintiffs seek to recover from the defendant the sum of \$520, the price of 80 cases of Pilsener beer.

Mr. Bowler appeared for the plaintiff and Mr. Branton for the defendant. Mr. Kahan, an assistant to the defendant, continued his evidence, and said that the beer was not a meretricious article, but that the cases were not in good condition for shipment. He subsequently introduced the cases in their original condition with the defendant's label on them. The cases were then shown to the jury, and the jury returned a verdict for the plaintiff.

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He spoke French. He had been in Hongkong one year and eight months. Mr. Gerald said by retail and wholesale. They did not sell more than a dozen bottles of beer. He was the sole assistant for the defendant. He himself had been brought from Radacker's before. Mr. Gerald had done so since he had been in his employ. Mr. Gerald bought some beer at \$11 a case. The beer was in good condition and the cases looked new. He did not know that these cases were also in number—had been in the godown for two years. This beer was not for shipment, and therefore they were not particular about the cases. Mr. Gerald's principal place of business was in Shanghai. They wanted the cases in question for shipment to Shanghai for some Chinese firm. During the last few months there had been a considerable demand for beer. Leung On had been attending to the shipments. They frequently brought from the godown the beer. The seller generally shipped the goods. If nothing was said about shipment when they gave an order they expected the seller to ship. In the absence of any arrangement the seller added the coolie hire on to the bill. The same class of beer was offered to them by Kwong Tat on the 10th ult. at \$7.50. He had no limit as to price. He wished to buy good beer, and he did not haggle about the price. He brought the beer in question because it was the only beer he could get. When he bought the beer nothing was said about coolies or beer hire, but the plaintiff agreed to ship the goods. Mr. Kahan said that Mr. Gerald had said this. They had agreed to buy the beer, and the plaintiff had agreed to ship it. If Leung On had not gone to Mr. Gerald and complained about these cases they would have been shipped to Shanghai without any European seeing them. When returning from seeing the cases in the cargo boat on the 18th he met Mr. Schumaker and they had a conversation. He did not tell Mr. Schumaker that the 80 cases were good enough for shipment and that the remaining 50 were not. Mr. Schumaker did not offer to repair the cases. He asked, could they not be repaired? He did not tell Mr. Schumaker that the beer was good enough for shipment, but that the cases were damaged. He thought they were not for shipment and therefore he refused to accept them. He did not say anything about the quality of the beer. The cases remained in the cargo boat alongside the *Praya* one night, and the next morning they were put into their godown in Maan's Lane. The writ was taken out on the 22nd ult. and it was after that that Captain Goldard inspected the cases. He believed it was on the 19th that Leung On told him that it was Radacker's men who had put the cases on the cargo boat. He was having Leung On for taking the cases when they were in such a bad condition, and Leung On said he did not tell them. He was not aware that it was a custom among merchants in Hongkong that when goods once left the godown no claim was allowed.

In reply to the Court, the witness said the coolies who took the goods out of the godown had been paid by Mr. Gerald because Leung On, their head coolie, engaged them.

Leung On, the defendant's head coolie, then gave evidence. He said he looked after the goods out and taking in cargo. At 12 o'clock on the 18th October Mr. Gerald sent for him and told him to go down to Radacker's godown at Wandai and put them as once on board the Shanghai steamer. He engaged eight coolies and they all went down together. He told Radacker's godown keeper what he had come down for and the godown keeper pointed out to him by the godown key. Some of them were in the centre of the godown and others were at the back in the dark. After examining the cases he told the godown keeper that the cases were so old that he could not take delivery. On the suggestion of the godown keeper seven cases were taken down for inspection. The witness waited to put them down outside the godown door, but the godown keeper said he could not do that as the police would object. They were accordingly taken down to the *Praya*, where he inspected them. He told the godown keeper he could not accept the goods and ordered the coolies to take them away. He said he would go and see his master and ask him what he would do whether he would take them or not. He saw his master in his office about half-past twelve. He stayed at Gerald's story until about half-past one. His master told him to go back to the godown and wait for him there. He went back to Wandai and found that 73 cases had been put into the cargo boat. There were seven cases still on the *Praya*. He asked the godown keeper what he had not waited for him and he replied "Oh, I put them all in." The godown keeper asked him to sign the delivery order upon which the godown keeper said "If you sign this I'll give you a note to sign it." They then signed the delivery order and the cases were going to be sent to Mr. Gerald.

Captain Goldard, Marine Surveyor, deposed to examining the beer in question in the defendant's godown at Maan's Lane on the 23rd October and finding them in an unwholesome and unmerchantable condition.

## POLICE COURT.

Monday, 24th November.

## BEFORE MR. HARRLAND.

## THIEVES IN ROBBERY.

Private Lawson, R.W.F., was charged with having committed an unprovoked assault on a coolie in the Police Force. The case was adjourned to the 26th inst.

Private Wilson, R.W.F., was charged with having committed an unprovoked assault on a coolie in the Police Force. The case was adjourned to the 26th inst.



rickshaw could come up and told him that defendant had refused to pay his fare. Witness asked defendant if he had not paid the fare, and defendant replied that he had not, and would not. He also told witness to mind his own business, or he would knock him down. Defendant was drunk, and used very obscene language. Witness arrested him.

Inspector McNab said defendant was very violent in the charge room, and refused to be searched. The rickshaw coolie had been arrested, and refused to give him a good one.

John Wescott and Albert Tippet, engine-room artificers, gave evidence for the defence. They both agreed in saying that Matthews paid the rickshaw coolie, and that he did not use obscene language to the constable. They, however, could say nothing regarding the incident in the charge room.

Defendant alleged that he gave the coolie a good one. The ten sent piece produced in the charge room probably was not his. The officers in the charge room treated him very roughly, four of them knocking him down and holding him on the floor.

His Worship said it was clear that complainant had been disorderly, but as he was under the influence of drink at the time the defence would be a lenient one—\$5 or 14 days' hard labour. The charge of refusing to pay his rickshaw hire had not been clearly proved, and would accordingly be dismissed.

CONSIDERABLE FINE FOR ASSAULT.

P.C. 48 Findlay was brought up on remand, charged with assaulting James Guthbertson, a ship's cook in the Royal Navy, on Murray Pier, on the 2nd inst. He pleaded not guilty.

Complainant in evidence stated that he was returning from his public house in a rickshaw. He had been to the market and had with him a basket containing two hundred eggs and two live, for the men's breakfast next morning. When they reached the pier, the coolie lifted the basket out and put it on the pier wall. The defendant, whose look at first was towards complainant, turned round, and when he saw the basket he went over and deliberately tipped it into the water. Complainant demanded his reasons for the act, and said he started compensation. Defendant ordered him to go away, and complainant refused. The constable then arrested him on a charge of being disorderly, and took him to the station.

On the way he kept teasing and dragging complainant, in spite of the latter's assurance that he had no wish to resist. A police inspector witnessed the incident, and ordered the constable to leave. Complainant had a parcel under his arm, which fell to the ground. He stooped to lift it, and the constable attempted to strike him, just as he was lifting it. When they reached the station, complainant reported the assault.

Defendant, by a clever bit of cross-examination, attempted to prove that the complainant had been drinking from the time the market closed—eight o'clock—until shortly before his arrival at the pier. Complainant, however, satisfied his witness that he had spent the greater part of the time in walking the streets.

Defendant—When I asked who owned the basket, did you not say—'What's that to you, you Scotch'?

Complainant—That is a deliberate lie.

Inspector McNab said he was on patrol duty in Praya Central on the night of the 2nd inst. He saw about half a dozen service men in Praya, a little to the west of Government Wharf. When he came to the end of the constable's holding, and shaking his prisoner very much, he said to him, 'What's that to you, you Scotch'?

His Worship—Was the defendant quite sober? Witness—He appeared to be. Complainant was also sober.

Inspector Warnock, who took the charge, said that at 10.45 p.m. on the 2nd inst. P.C. 48 Findlay brought complainant to the station, and charged him with the assault on the constable. Witness, when asked what he had to say about it, denied the charge. Witness asked the constable to deny the charge, and he did so by saying that he had knocked a basket over the wharf, and that complainant had 'got on' to him, and called him a Scotch.

His Worship—Did he admit knocking the basket over?

Witness—Yes, your worship.

Inspector Warnock further stated that the complainant was sober and the defendant slightly under the influence of drink. Witness did not believe the charge of disorderly conduct, as he had no other complaint to make. The constable was reported, and the Superintendent of Police decided to have him dealt with by the magistrate.

Defendant—Did the complainant before the Captain Superintendent say he had four hundred eggs in his basket?

Witness—No, two hundred.

Defendant—Did he not make a statement in the charge room that he had two hundred, then three hundred, then four hundred?

Witness—No, he said two hundred.

His Worship—When did the constable go on duty?

Witness—Six o'clock.

His Worship—He was sober then?

Witness—Perfectly sober.

This was all the evidence.

Defendant had nothing to say with regard to the assault except that he brought the complainant to the station honestly, as a constable.

He could not help the charge made against him. Complainant asked him a Scotch, and a Scotch, and a Scotch, and a Scotch.

After the examination into the previous charges of the defendant, the magistrate said the question before him was simply one of assault; there was no evidence, whatever, to the basket incident. He was bound to think that the defendant was under the influence of drink at the time of the assault, and he found the complainant credible. He was very sorry to find the charge proved, and he gave a very high opinion of the police in the colony. The sentence would be \$10 fine or three weeks' hard labour.

CRICKET.

HONGKONG CRICKET CLUB V. LADIES' RECREATION CLUB.

This match, played on 3rd instant, led to another close finish. It was not so much with the L. R. C. as with the clock that the H.K.C.C. had to fight. On the good wickets of this season, any delay in starting will jeopardise the result, and the ladies' team, in order to secure a good light at the last, started firing will commence at 2.30 p.m. on Saturday next instead of at 5 p.m. as announced. Members of the team and reserves are requested to be on the ground not later than 2.15 p.m.

There will be a practice for the team on Wednesday next at 2.30 p.m. Scores—

200 600 800 Total.

Ar. Sergt. Blair, G.O.D. 32 34 35 100

Sergt. Mr. Wallace, R.E. 34 33 33 100

Mr. J. Fildon 32 32 32 96

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Mr. D. Baldwin 32 32 26 90

Inspr. McLenan 28 31 22 81

Capt. Carlyle, G.O.D. 31 32 33 96

Mr. A. Watson 32 32 30 94

Mr. W. Mackenzie 31 34 23 88

RESERVES.

Mr. A. Watson 31 32 33 96

active on board the *Asellina* on the 4th inst. He was convicted on evidence and fined \$10 or a month's imprisonment.

CHARGE OF BEING CONFINED IN THE CHARGE ROOM. A Chinese man, who was arrested by Sergeant Macdonald on suspicion of being concerned in the assault on the constable, was brought up on remand charged with being in unlawful possession of articles of clothing, etc., supposed to have been taken from the charge room.

The charge was not brought home, none of the witnesses being able to identify the articles. The accused, however, could not give a satisfactory explanation regarding them, and he was fined \$100 or three months' hard labour.

EXTRANEAL ASSAULT. Kwok Yui, master of a junk, was charged with having on the 3rd November, in the harbour at Victoria, stolen 160 lbs. of potatoes, valued at \$3, the property of Castle Brothers, Wolf and Sons.

William Webb Wilcox said on Saturday the 3rd inst. at two o'clock defendant was found with 160 lbs. of potatoes in his junk, which was lying alongside the *Teng Sang*. Defendant was engaged by the Canadian Pacific Railway Company to transport cargo to the *Long Kong*. A quantity of the potatoes was found in the raised forepart of the defendant's junk, and the remainder in the stern hold. They were being transported from the *City of Rio* to the *Long Kong*.

Chinese P.C. 316 gave evidence of the arrest and of the potatoes having been found covered up.

Defendant pleaded that the boxes had been broken in transit, and the potatoes dropped into the junk.

His Worship failed to see how any part of the stolen potatoes found in the junk could have been in the defendant's junk, and he passed sentence of three weeks' hard labour.

THE ROBBERY FROM MILITARY PREMISES. The two Chinamen arrested in connection with the robbery from military premises at Wanchai on the 12th ult. were again brought up and committed for trial to the next Criminal sessions.

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DEATH OF REAR-ADMIRAL SICARD.

Yesterday the warships in the harbour fired minute guns and hoisted their flags half-mast in consequence of the death of Rear-Admiral Montgomery Sicard, of the U.S. Navy. Who is who in America says of him—

Retired September 30th, 1898; b. Nov. 10, 1831; Naval Acad. 1851-5; promoted to master November 4th, 1858; commissioned 1861; Lt. Commander, July 10th, 1862; Commander, 1870; Captain, August, 1881; Commodore, 1894; Rear-Admiral, April, 1897. Served as executive officer, Onida, West Gulf Squadron, 1862-3, taking part in bombardment and capture of Fort Jackson and St. Philip; destruction of Confederate fortifications; capture of Chalmette batteries; capture of New Orleans; engagements with Vicksburg batteries; with Confederate rams, *Drum* and *Albatross*, July, 1862; command of the *Fish Hawk* and left wing 2d div. in assault on same January 15, 1863; bombardment of Fort Anderson, etc.; chief of Bureau of Ordnance, 1881-90, and introduced steel high-power ordnance into the navy; commander-in-chief, 1897-8; U.S. Naval Force North Atlantic Station; placed on sick leave; after partial recovery pres. Naval War Bd. for war with Spain.

CARRIAGES AND HARNESS IN HONGKONG.

We have received the advance sheets of Mr. Rousherville Willman's *Carriages and Harness*, a book of business for carriage and harness makers in Hongkong and elsewhere.

We cannot do better than quote Mr. Willman's own words in the preface.

He says—'Within the last six months, the manufacturers of carriages, carriage hardware, and harnesses have begun to sing the song of the market in which to sell their wares. I am at a loss to understand this craze, as I am flooded not only with letters and printed circulars, but with publications devoted to the line of commerce. I trust that nothing that I have said in any previous report has caused any manufacturer such a waste of postage stamps and good printed matter.'

There is absolutely no market whatever for carriages or harness in Hongkong or South China. It is only necessary for the exporter to refer to the cheapest kind of handbook to demonstrate how useless their attempt has been. Hongkong is situated on a rocky island, and rises, terrace by terrace, from the water's edge 1,800 feet in the air to the peak. On the island itself there is one short drive possible, and the colony has the proud distinction of possessing three *bona fide* carriages which have been driven on the island. All the drayage of the city is either done on the shoulders of coolies or by means of roughly made handcarts. The means of locomotion for the residents is principally the sedan chair, although a number of rickshaws run on the lower level. There is a possible sale for a number of light carriages and riding saddles, as we can boast of a few Chinese police that are used for polo or riding horses.

As for the neighbouring Chinese provinces, they are not of the question, as they possess no roads, and probably will not for the next decade.

I trust that every manufacturer of the situation will find in this book a full and complete guide to the carriage and harness trade, and more fully realised.

THE HONGKONG RIFLE ASSOCIATION.

Some good scores were made by the Interport team in practice on Saturday afternoon on spite of a falling light at the 600 yards range. The score for the team being 938 an average of 93.8 per man. A friendly match was arranged against the East, which resulted in a win for the Volunteers by 2 points.

In order to secure a good light at the last range firing will commence at 2.30 p.m. on Saturday next instead of at 5 p.m. as announced. Members of the team and reserves are requested to be on the ground not later than 2.15 p.m.

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In order to secure a good light at the last range firing will commence at 2.30 p.m. on Saturday next instead of at 5 p.m. as announced. Members of the team and reserves are requested to be on the ground not later than 2.15 p.m.

There will be a practice for the team on Wednesday next at 2.30 p.m. Scores—

200 600 800 Total.

Ar. Sergt. Blair, G.O.D. 32 34 35 100

Sergt. Mr. Wallace, R.E. 34 33 33 100

Mr. J. Fildon 32 32 32 96

Mr. J. Marshall 32 32 32 96

Mr. J. Cramer, R.N. 31 33 29 93

Mr. G. Lammer 31 34 28 93

Mr. F. Stewart 31 29 30 90

Mr. D. Baldwin 32 32 26 90

Inspr. McLenan 28 31 22 81

Capt. Carlyle, G.O.D. 31 32 33 96

Mr. A. Watson 32 32 30 94

Mr. W. Mackenzie 31 34 23 88

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## NEW ADVERTISEMENTS

## NOTICE

I HAVE This Day ESTABLISHED myself as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.  
No. 13, BANK BUILDINGS.  
L. OXLEY JURGENSE.  
Hongkong, 6th November, 1900. [2813]

WANTED a CLERK with a knowledge of BOOK-KEEPING.  
Apply by letter to—  
"ACCOUNTS."  
Care of Office of this Paper.  
Hongkong, 6th November, 1900. [2818]

## FURNISHED HOUSE TO LET.

"THE EYRIE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the PEAK.  
For Terms and Particulars, apply to—  
R. C. WILCOX,  
8, Beconsfield Arcade.  
Hongkong, 6th November, 1900. [2822]

## GOVERNMENT NOTIFICATION.

No. 1187.

TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to NOON of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JONGRE STRAITS (See Admiralty Chart No. 2403).  
Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.

The vessels to be of sufficient stability to carry passengers on a shoal deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness. If of wood to be built of Java teak or Panaga crooks for frames, keel, with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenderers must state the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots—2nd with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dinghy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The Tenderers to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's Office,  
Singapore, 22nd October, 1900. [2814]

## "GLEN" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.  
THE Company's Steamship  
"GLENARTNEY."  
Captain Warner, will be despatched as above TO-MORROW, the 7th November at 4 P.M.  
For Freight or Passage, apply to—  
McGREGOR BROS. & GOW,  
Agents.  
Hongkong, 6th November, 1900. [2812]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship  
"MENNUTE."  
Captain B. W. Almond, will be despatched as above on SATURDAY, the 10th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
For Freight or Passage, apply to—  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 6th November, 1900. [2811]

STEAMSHIP "ANNAM."  
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.  
CONSIGNEES of Cargo from London ex a.s. Combedge, in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M. TO-MORROW, the 6th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 12th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th inst., at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 6th November, 1900. [2810]

"GLEN" LINE OF STEAMERS.  
FROM NEW YORK.

THE Company's Steamship  
"GLENARTNEY,"  
having arrived from the above port, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board will be delivered at once at Consignees' risk and expense into the Hongkong and Kowloon Wharf and Godown Company's Godown.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by—  
McGREGOR BROS. & GOW,  
Agents.  
Hongkong, 6th November, 1900. [2815]

## NEW ADVERTISEMENTS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

THE Company's Steamship  
"HALLOONG."  
Captain Bathurst, will be despatched for the above port TO-MORROW, the 7th inst., at DAYLIGHT.  
For Freight or Passage, apply to—  
DOUGLAS LAPEAUX & CO.,  
General Managers.  
Hongkong, 6th November, 1900. [2818]

## GOVERNMENT NOTIFICATION.

No. 541.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 27th October, 1900. [2816]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Queen's Road West, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 3rd November, 1900. [2817]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 3rd November, 1900. [2817]

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Colonial Secretary's Office,  
Hongkong, 3rd November, 1900. [2817]

## PUBLIC COMPANIES

## HONGKONG ELECTRIC COMPANY, LIMITED.

## NEW ISSUE SHARES

SHAREHOLDERS are hereby notified that the SECOND CALL of \$300 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 29th September, 1900. [2534]

THE HONGKONG COTTON SPINNING, WEAVING, AND DYING COMPANY, LIMITED.

THERE having been practically no response to the invitation to Shareholders circulated and published on 27th September, to apply for Preference Shares, Notice is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS in above Company will be held at the Office of the General Managers on SATURDAY, the 10th November, at NOON, for the purpose of considering the financial position of the Company.

JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 20th October, 1900. [2743]

THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.

W. HUTTON POTTS,  
Secretary.  
Hongkong, 31st October, 1900. [2779]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 12th October, 1900. [2637]

MITSUI BUSSAN KAISHA

Head Office—TOKYO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES—  
Mitsui Coal Mines,  
Kanada Coal Mines,  
Hokoku Coal Mines,  
Teshimoto Coal Mines,  
Onomura Coal Mines,  
No. 1, Onsanji Coal Mines,  
Kishima Coal Mines,  
Yoshino Coal Mines,  
Yamano Coal Mines,  
Manomura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kangafuchi Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Shipping Mills,  
Mitsui Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.  
Hongkong, 10th August, 1899. [2786]

FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING REQUISITE.

WM. SCHMIDT & CO.,  
Gunsmiths.  
Hongkong, 22nd September, 1900. [1213]

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'ARQUIER STREET, Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900. [2391]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boards, as FOUR WATER is the cause of much sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

STEWART WATER BOAT COMPANY, Hongkong, 9th October, 1899. [718]

HAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION.

No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1899. [2583]

## TO LET.

## TO LET.

(From 1st December next.)

TWO SPACIOUS GODOWNS, with Upper Floors, for Dry Goods, Nos. 5 and 6, facing the Sea, and situated at BELCHER'S BAY on M. Lot 243.

Apply to—  
PAUL JORDAN,  
1, Duddell Street.  
Hongkong, 30th October, 1900. [2772]

## TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS.

Apply to—  
S. J. DAVID & CO.  
Hongkong, 16th July, 1900. [1945]

## TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS, "WAGENINGEN," MOUNT KELLET, PEAK.

33, PRAYA CENTRAL, now known as 20, DES VEXUX ROAD CENTRAL. ROOM 1st and 2nd Floor.

TOP FLOOR of the GODOWN No. 2A, BLUE BUILDINGS.

A HOUSE in RIFOR TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 9th October, 1900. [61]

## TO LET.

From the 1st December Next.

"INGLEWOOD,"

A FIVE ROOMED HOUSE, with TENNIS COURT.

"STONY BROOK COTTAGE."

A FOUR ROOMED HOUSE with GARDEN.

Apply to—  
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.  
Hongkong, 31st October, 1900. [2545]

## TO LET.

FROM the 1st October—FOUR ROOMS and COMPARABLE OFFICES on the 1st Floor No. 16, DES VEXUX ROAD.

Apply to—  
SEE WO,  
No. 69, QUEEN'S ROAD CENTRAL.  
Hongkong, 19th September, 1900. [2454]

## TO LET.

RAVENSHILL WEST.

Apply to—  
DEACON & HASTINGS.  
Hongkong, 31st October, 1900. [2777]

## TO LET.

"BEMFICA" No. 9, ROBINSON ROAD; LARGE HOUSE with 11 ROOMS.

From 1st February next.

Apply to—  
42, BONHAM STRAND WEST.  
Hongkong, 24th October, 1900. [2723]

## TO LET.

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2437]

## TO LET.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,  
3, Fiddler's Hill.  
Hongkong, 1st January, 1892.

## TO LET.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.

"VERITAS,"

BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND.  
Hongkong, 28th August, 1900. [2293]

## TO LET.

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.

Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits.

Price \$5.50 per Case of 48 Pints.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO.,  
22, Bank Buildings,  
Agents for Hongkong.  
Hongkong, 14th August, 1900. [2211]

## HOTEL

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms for the day or month. European Management.

MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HONGKONG" in 5 hours, leaving Hongkong at 2 P.M. and Macao at 7 P.M.

Conveyance made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous City.

For Terms apply to—  
MANAGER.  
Telegraphic Address: "Boavista."  
[2549]

## BANKS.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2 Zetland Street, Auctioneer, Appraiser  
and Commission Agent.HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, 100, Queen's  
Street and Praya Central.V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE  
WESTERN HOTEL.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class. Aerated  
Waters, Dealers in Photographic  
Requisites, Queen's Road.WATKINS, L.D. APOTHECARIER'S HALL, 68,  
Queen's Road Central. Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

KUN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.KWONG HING,  
China Porcelain, Crockery Ware, 58a,  
Queen's Road Central.

## DENTISTS

WONG HONG,  
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRESSERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.SEE WOO,  
Tailor, Dresser and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's", "Golden  
Gate", "Pioneer", "Buckeye",  
"Anchor", &c.  
"WILLIAM WHISTY, Manager."FURNITURE WAREHOUSEMEN  
A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Disbar, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LIPSON, LD.,  
8 and 10 D'Aguiar Street,  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths. Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 38,  
Queen's Road Central.MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Buildings, Queen's Road. Also  
at Shanghai, Manila, Paris and Dollo.WAH LOONG,  
Gold and Silversmith, Silk Dresser, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Human Hair, Pearls,  
- 88, Queen's Road Central.THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 82a, Queen's  
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lowest rates.

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European Export Houses.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
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Enlargements, Ivory Miniatures, Oil  
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Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road Central.NEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Views, etc. Develop-  
ment Works, American Requisites.M. MUMFAY, JAPANESE ARTIST,  
Bronze and Onyx Engravings, Work-  
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BUSINESS DIRECTORY.

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YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upper.H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wanchai  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## SILK GOODS DEALERS

TEJUMUL POHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Aguiar Street, First Floor.WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLONK,  
Exporter of Best Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries. Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOE, "Los Filipinos"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Cunningham House, Queen's Road.VICTORIA CIGAR DEPOT,  
1 and 3, Leoyung Street, AGENTS FOR  
W. KENNEDY & CO., 37, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.WINE & SPIRIT MERCHANTS  
H. PRICE & CO.,  
12, Queen's Road  
and Calle Anisagua, Manila.MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C., Scott's and Engineering Codes  
Used.DOCK No. 1 (at TATEGAMI).  
Extreme Length... 623 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 59  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 23 1/2DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 65  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,400 tons gross.THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING of SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

## NOTICE

THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle and Directory for China, Japan,  
Siam, at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.A. CUNNINGHAM,  
Manager.

Hongkong, 4th October, 1900. [2537]

## NOTICE OF REMOVAL.

THE OFFICE of the  
HONGKONG DAILY PRESS,  
CHUNG NGOT SAN FO,  
CHRONICLE & DIRECTORY  
have this day been removed to  
14, Des Voeux Road, Central.  
Advertisers, Part, Local, Monthly, Money,  
Wants & Co.'s Office, behind Messrs. Shewan,  
Tombs & Co.'s premises.  
Hongkong 1st May, 1900.

## RAILWAYS IN ASIA.

THE PROPOSED CONNECTION WITH EUROPE.  
During the British Association's gathering  
at Bradford in September, Sir T. H. Holdich  
addressed the Geographical section and said  
public attention must more and more be con-  
centrated on the possibility of reaching India  
overland from the West of Europe. Steam  
communication by land could never compete  
with communication by sea as a means of trans-  
port, and there were other considerations, mili-  
tary and otherwise, which weighed against open  
lines of communication with India, the ends of  
which were not actually in her own hands; but  
with the rapid introduction of railways all over  
Asia it would be impossible that there should re-  
main undeveloped in that way one tract of country,  
and that the one link in the land communication  
between Europe and India should be left un-  
formed. Direct land communication between  
Europe and India was certain sooner or later.  
For the present the Tibetan Highland and the  
plateau of the Pamirs must be considered im-  
practicable for railway extension to India. One  
might hunt along the whole range of the  
Himalayas and find no possible opening for a  
continental railway. The point to  
mark was that there was but one geographical  
opening leading from the region of Russian in-  
terest and military enterprise to Northern India,  
and that was the opening afforded by the Hari  
Bud river to the west of Herat, provided that  
the route was carried sufficiently to the south.  
This then, was one highway to India which  
was rendered feasible by the configuration of  
the country between the Caspian and Northern  
India. If it was desired to reach India through  
Western Persia it was only necessary to follow  
up the long lateral valleys between ridge and  
plateau; but the coast line between Basra, at  
the head of the Persian Gulf and Karachi, he  
did not consider very promising. Apart from the  
engineering difficulties which presented them-  
selves there were certain climatic and other disad-  
vantages which would render such an alignment  
undesirable; such, for instance, as the absence  
of harbours along the coast, except at Bushire,  
the swampy nature of the country in some parts  
of the route, and the inferiority of the roads  
leading into the interior of Persia. There was  
an alternative central line from Western Persia  
to Bandar Abbas, but the road was beset with  
difficulties. Taking the alignment as a whole  
there was a stretch of 1,600 miles of land which  
was undeveloped and never could be developed,  
and the line offered at least one obstacle to en-  
gineering which might be pronounced insur-  
mountable. He thought, therefore, he was  
justified in setting aside the coast line as an  
unwise enterprise. If, however, the trunk line  
through Central Persia were taken the geogra-  
phical difficulties would be found to be much  
altered. From the extreme west of Persia to the  
Indian frontier it would be almost possible to draw  
an alignment which would never cross a watershed  
or have to climb a difficult mountain. Such a  
line could readily be connected with the Indian  
system. The difficulty would be connection  
with Basra or any European system, but this  
was bound to be one of the important lines of  
the future, and, consequently, one of the prob-  
lems of the present day was to decide whether  
its construction should fall into the hands  
of Russian or English engineers. The problem  
of connecting Europe with India through Persia  
was hardly likely to be solved early, but be-  
tween Herat and Kandahar, or rather between  
Kandahar and the Russian terminus at Kusk,  
for Kusk was only 55 miles from Herat, the  
country was of such a favourable nature as  
could not be looked for elsewhere. Having  
described in detail the geographical features  
of the route, Sir T. H. Holdich went on to  
say that while taking it as a whole there  
were no formidable engineering difficulties to  
be encountered, the influence of Russian ex-  
tensions to the Transcasian system would enable  
troops to be sent from Moscow to Merv in 100  
hours. Referring to some of the more weighty  
objections that had been urged against the link-  
ing up of Kandahar and Kusk, he pointed out  
that it had been stated that the Amir would in  
no circumstances consent to the construction of  
such a line, but it would be strange if a little  
semi-barbarous State like Afghanistan were able  
to maintain a position of conservative indepen-  
dence on such an important matter. It was  
not difficult to understand the objection of the  
Amir, who studied European politics, to the  
admission of the Ufflander, but probably the  
time would come when it would be got over.  
A concession for this line in Western Af-  
ghanistan might well be made the subject of  
diplomatic negotiations, and it might be bought  
and paid for. The Russian line to Kusk  
was, of course, meant for strategic purposes  
and might be looked upon as a menace to India,  
but he was inclined to believe that political  
difficulties between Russia and India would be  
lessened by free intercourse between the two  
countries. The better we know each other the  
less likely we should be to come into collision.  
Whatever might be the state of international  
rivalry between the two countries, the personal  
individual animosity which was occasionally  
apparent in other continental countries was not  
to be found in Russia. If the line were built,  
would it be necessary to maintain more troops  
or occupy more military stations? He failed to

see that either would be necessary. All that  
would be required was the means of rapidly  
concentrating troops in the direction of Herat.  
The railway would not open a new line of  
advance for Russia. It merely included an  
existing one. He looked on the invasion of  
India as such a remote and improbable contin-  
gency that the consideration of it might well  
be set aside for the discussion of the more prac-  
tical question whether such a line would pay.  
In this connection he contended that there was  
nothing to prevent the district from becoming  
prosperous and rich, and there did not seem to  
be much doubt that the line would pay. Which  
way the produce would go was an open ques-  
tion, but it was probable that we should take  
much of her Eastern commerce away from  
Russia. He thought the Russians were them-  
selves probably prepared for this. His opinion,  
as a surveyor and a geographer, was that the  
construction of this line would make more for  
the peace of nations than any system of peace  
conventions that could be invented. (Cheers).

Colonel Bailey, in the course of a short dis-  
cussion which followed, called attention to the  
question of fuel as affecting the construction of  
a railway, and asked whether there was a suf-  
ficient supply on the route spoken of.

Mr. C. Raymond Beazley said that from what  
he was able to gather in Russia he believed the  
connection would be rather by way to Orenburg  
and Tashkent.

Sir T. H. Holdich said there was undoubtedly  
a large coal supply in Afghanistan, but it was  
in the north of the country. He should think,  
however, that the introduction of a railway  
would at once develop the supply.

The President (Sir G. Robertson), in offering  
Sir T. H. Holdich the thanks of the meeting,  
said the paper was a most remarkable one and  
most interesting. He thought there was no  
doubt that in time there would be a railway  
from Kusk through Herat to Kandahar; but  
he hoped the question of its construction would  
be decided by diplomatists and not by generals  
at the head of armies. (Hear hear).

Mr. C. Raymond Beazley then read a paper  
on the Siberian Railway, in which he gave an  
account of the route traversed by it as far as the  
Amur and the connections of the railway main  
trunk with the regions to the north and  
south as already made and as in construction  
and projected. He dwelt on the bearing of  
the Siberian line on Central Southern Asia by  
the intended link from Tashkent to Orenburg  
and the primary commercial and industrial pur-  
poses of the Siberian line west of Lake Baikal,  
the development of the country, its population, min-  
ing enterprises, agricultural, cattle-raising, man-  
ufactures, and other matters as they were affected  
by the railway. He then spoke on the railway in  
connection with the navigation of the West Si-  
berian rivers, Ob, Yenisei, Kama, Volga, Dwina,  
and Petchora, as well as in connection with the  
western ocean and inland seas, and Russia's  
strips of ice-free coast and ice-free ports in the  
west. He then dealt with the problems raised  
by the railway in its eastern part, the more  
recent advance of the line through Manchuria,  
the ice-free outlet at Port Arthur, Tientsin,  
and the Kwang-tung peninsula, and the pro-  
jects for maritime development of trade to  
Japan and America from this "window" as  
well as from Vladivostok.

## PORTLAND CEMENT

J. B. WHITE &amp; BROS

SOLE AGENTS FOR CHINA,  
HOLLAND, WISE & CO.  
Hongkong, 16th September, 1899. [2724]

## NEWSPAPERS, MAGAZINES, &amp;c.

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"GREATEST EFFICIENCY."	PREPAID RATES, PER ANNUM.	"LOWEST RATES."
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Times (Weekly Edition) ...	1 10 6	1 10 6
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W. H. EVERETT &amp; SON, SALISBURY SQUARE, LONDON, E.C.

(ESTABLISHED 1793.) [2610]

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

## PUT LOG CABIN

IN YOUR PIPE

Smoke it

Manufactured only by LAMBERT & BUTLER LTD, LONDON, ENGLAND.  
W. BREWER & CO., AGENTS, HONGKONG.

[2653-2]

## NOTICES TO CONSIGNEES

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "STUTTGART."

OF THE NORDDEUTSCHER LLOYD.  
The above named steamer having arrived,  
Consignees of cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasure, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, Kowloon, whence delivery may be  
obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 8th November will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 6th November,  
and THURSDAY, the 8th November, at 9.30  
A.M.

No claims must reach us before the 12th  
November, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 2nd November, 1900. [8]

## INDO-CHINA STEAM NAVIGATION

## COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND

## SINGAPORE.

## THE Company's Steamship

## "CHELYDRA,"

having arrived from the above Ports, Con-  
signees of cargo by her are hereby informed  
that their goods will be delivered from along-  
side.

Cargo impeding the discharge or remaining  
on board after Noon the 6th inst., will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 2nd November, 1900. [2800]

## NOTICE TO CONSIGNEES.

## FROM SUNDERLAND, MIDDLESBRO,

## LONDON AND STRAITS.

## THE Steamship

## "GLAMORGANSHIRE,"

Captain Davies, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 6th November will be  
subject to rent.

All broken, chafed and damaged goods are to  
be left in the Godowns, where they will be ex-  
amined on the 6th November, at 2.30 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th October, 1900. [2776]

## E. J. REMEDIOS.

## FOREIGN AND COLONIAL STAMP

## DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.

It is also prepared to purchase used Postage  
Stamps in Large or Small Quantities for Cash.  
AGENTS WANTED.

15 to 25 per cent Discount Allowed. [1636]

## BUSINESS NOTICES.

房藥館芝廣  
KWONG CHI KOON  
DISPENSARY.

## 街欄榮城省東廣

## CHEONG LAN STREET, CANTON.

## 子甲次歲年參治同濟大

## 創開年四拾陸百捌仟壹英大

## ESTABLISHED 1834.

## 記為祥吉意如



## Trade Mark

## KWONG CHI KOON

## DISPENSARY.

## CHEONG LAN STREET, CANTON.

## ESTABLISHED 1834.

## 油意如 UNRIVALLED U I YAU

or "AS YOU WISH OIL."

Prices at £1.00 per bottle.

0.50 per bottle.

0.25 per bottle.

## 散開通 TUNG KWAN SAN, or "Army

Medical Powder," 50 cents per bottle.

## 散打跌 TIT TA SAN, or "Falling and

Bruising Medical Powder." Price at

50 cents per bottle. Made from the best

selected medicine to be used for the above

Oil and Powder.

## 散及油造製油藥好選揀

## K WONG CHI KOON is one of the largest

Native Drug shops in Canton, employing

about 300 men. The Proprietor, Mr. U Yam

Ting, is a man of great energy and business

capacity, and it is also very benevolent, giving

away thousands of dollars worth of medicine in

charity, usually with an eye to the main off-  
chance. He has many testimonials as to theefficiency of his medicines from officials, scholars  
and business men. Like the Chinese generally,  
he has great faith in medicine and is desirous of  
extending his business to foreign countries,  
giving people of western lands the



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nash	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL	AXAT	Brit. str.	—	Grayson	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Grayson	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN, VIA PORTS OF CALL	BATERN	Ger. str.	—	H. Bleker	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAKATA MARU	Ger. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
HAVRE, BREMEN & HAMBURG V. COLOMBO.	SUEVIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On or about 22nd inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 24th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	HILIGEN	Brit. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	—	F. Gelye	McGREGOR BROS. & GOW	On 25th inst.
NEW YORK	GLORIOUS	Brit. str.	—	O. E. Marshall, R.N.	CANADIAN PACIFIC R. CO.	On 21st inst.
VANCOUVER VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 26th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	RIOJUN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 17th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Jap. str.	—	—	O. & O. S. S. CO.	On 24th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Brit. str.	—	—	TOTO KISEN KAISHA	On 20th inst.
SAN DIEGO, &c. VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
AUSTRALIAN PORTS.	ELANOR	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS.	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
KOBE & YOKOHAMA	GLORIOUS	Brit. str.	—	—	McGREGOR BROS. & GOW	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 9th inst. at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	ANNAM	Fr. str.	—	—	STRESEN & CO.	To-day, at Noon.
SHANGHAI	LYEEMOON	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	SHANSHI	Brit. str.	—	—	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI	SUBARON	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst. at Daylight.
SHANGHAI	MAIDZU MARU	Jap. str.	—	—	MIYABI BUNSAN KAISHA	To-morrow.
SWATOW, AMOY & TAMSUI	AKASHI MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst.
FOOCHOW VIA SWATOW & AMOY	SUNGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
MANILA	CHANGSHA	Brit. str.	—	—	SHAW, WATSON & CO.	On 10th inst. at 5 P.M.
MANILA	ELANOR	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
MANILA VIA AMOY	HAIPHONG	Brit. str.	—	—	DOUGLAS LAFRANCO & CO.	To-morrow, at Daylight.
LANGKAPOR, PENANG & CALCUTTA	CHILYDRA	Brit. str.	—	—	JARVIS, MATTHEWS & CO.	On 9th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	—	CARLOWITZ & CO.	On 10th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAOCHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
 Nov. 4, GLENARTNEY, British str., 1,943.  
 Warder, Manila 31st October, General.  
 McGREGOR BROS. & GOW.  
 Nov. 4, SAENIA, German str., 2,052, W.  
 Schaefer, Shanghai 1st November, General.  
 —CARLOWITZ & CO.  
 Nov. 5, CHOTSANG, British str., 1,194, Bowker,  
 Shanghai via Swatow 1st Nov., General.  
 JARDINE, MATHESON & CO.  
 Nov. 5, FOREST DALE, British steamer, 2,215  
 Cripps, Manila 31st Oct., Water Ballast.  
 —REDAO & CO.  
 Nov. 5, HAIDONG, British steamer, 783, H.  
 Bathurst, Haiphong 3rd November, Rice.  
 —DOUGLAS LAFRANCO & CO.  
 Nov. 5, ANNAM, French str., 4,995, A. Poydenot,  
 Saigon 1st Nov., Mails and General.  
 —MESSAGERIES MARITIMES.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 5th NOVEMBER.  
 Chir, German str., for Hobson.  
 Chir, German str., for Hobson.  
 Hamburg, British ship, for New York.  
 Sarnia, German str., for Singapore.  
 Milos, German str., for Hongkong.

**DEPARTURES.**  
 Nov. 4, ST. ANDREW, British tryp., for Bombay.  
 Nov. 4, WARONA, British tryp., for Calcutta.  
 Nov. 4, MOSMONTSHIRE, British str., for Moji.  
 Nov. 4, TSKUM, British str., for Kongay.  
 Nov. 4, DIOMED, British str., for Port Pirie.  
 Nov. 4, SYDNEY, French str., for Europe.  
 Nov. 5, TOONAN, Amr. str., for Shanghai.  
 Nov. 5, GLAMORGANSHIRE, British str., for  
 Nagasaki.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Toppallant.  
 Kowloon Dock.—U.S.S. Monterey, Don  
 Juan de Austria, Adamastor, Chingta, Belgian  
 King, H.M.S. Jans, Heungshan.  
 COSMOPOLITAN Dock.—Stanfield, Changsha.

**SHIPPING REPORTS.**  
 The British steamer *Hasilong*, from Haiphong  
 2nd Nov., had strong N.E. monsoon, heavy sea  
 and overcast.  
 The French steamer *Amman*, from Saigon 1st  
 Nov., experienced a typhoon on the 2nd Nov.  
 after Padang; was drifted 60 miles S. 80 W.  
 and arrived without accident passing E. of Bom-  
 bay and Lincoln reefs.  
 The British steamer *Glenartney*, from Manila  
 31st Oct., had strong N.E. monsoon increasing  
 to heavy N.E. gale with thick heavy rain squalls  
 and very high sea on 1st Nov. 2nd Nov. heavy  
 N.E. gale, very high confused sea, overcast with  
 thick heavy rain squalls. 3rd Nov. gale mode-  
 rate, strong N.E. monsoon, high sea, overcast,  
 with heavy rain. 4th Nov. dull and cloudy wea-  
 ther.

## VESSELS ON THE BERTH

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 PAQUEBOTS-POSTE FRANÇAIS.  
**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
**THE Company's Steamship**  
 "ANNAM."  
 Captain Poydenot, will be despatched for the  
 above ports TO-DAY, the 6th inst., at  
 Noon.  
 For Freight or Passage, apply to  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 6th November, 1900. [2]

**FOR SHANGHAI.**  
**THE Steamship**  
 "LYEEMOON."  
 Captain G. Heuermann, will be despatched for the  
 above port TO-MORROW, the 7th inst.,  
 at 4 P.M.  
 This Steamer has superior accommodation  
 for First and Second Class Passengers.  
 For Freight or Passage, apply to  
 B. M. MARSHALL,  
 Hongkong, 2nd November, 1900. [2798]

**THE OSAKA SHOSHEN KAISHA.**  
**LIMITED.**  
**FOR FOOCHOW VIA SWATOW AND AMOY.**  
**THE Company's Steamship**  
 "AKASHI MARU."  
 Captain K. Suzuki, will be despatched for the  
 above ports TO-MORROW, the 7th November.  
 For Freight or Passage, apply to  
 THE MITSUI BUNSAN KAISHA,  
 Agents.  
 Hongkong, 25th October, 1900. [2524]

## VESSELS ON THE BERTH

**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR SHANGHAI.**  
**THE Company's Steamship**  
 "SHANSHI."  
 Captain Carnaghan, will be despatched as above  
 TO-MORROW, the 7th inst.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 5th November, 1900. [2305]

**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR MANILA.**  
**THE Company's Steamship**  
 "SUNGKIANG."  
 Captain Moore, will be despatched as above  
 ON THURSDAY, the 8th inst.  
 The attention of Passengers is directed to  
 the Superior Accommodation offered by this  
 Steamer. The First-class Saloon is situated  
 forward of the Engines. A Refrigerating  
 Chamber ensures the Supply of Fresh Provi-  
 sions during the entire voyage.  
 A duly qualified Surgeon is carried, and the  
 Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 1st November, 1900. [2791]

**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR MANILA.**  
**THE Company's Steamship**  
 "CHANGSHA."  
 Captain T. Moore, will be despatched as above  
 ON FRIDAY, the 9th November, at 4 P.M.  
 The attention of Passengers is directed to  
 the Superior Accommodation offered by this  
 Steamer. The First-class Saloon is situated  
 forward of the Engines. A Refrigerating  
 Chamber ensures the Supply of Fresh Provi-  
 sions during the entire voyage.  
 A duly qualified Surgeon is carried, and the  
 Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 25th October, 1900. [2587]

**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.**  
**THE Company's Steamship**  
 "CHANGSHA."  
 Captain T. Moore, will be despatched as above  
 ON FRIDAY, the 9th November, at 4 P.M.  
 The attention of Passengers is directed to  
 the Superior Accommodation offered by this  
 Steamer. The First-class Saloon is situated  
 forward of the Engines. A Refrigerating  
 Chamber ensures the Supply of Fresh Provi-  
 sions during the entire voyage.  
 A duly qualified Surgeon is carried, and the  
 Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 25th October, 1900. [2586]

**NAVIGAZIONE GENERALE ITALIANA**  
 (FLORENCE AND RUBATINO UNITED COMPANIES).  
**STEAM FOR SINGAPORE, PENANG AND BOMBAY.**  
 Having connection with Company's Mail Stea-  
 mers to ADEN, SUEZ, PORT SAID, MESSINA,  
 NAPLES, LIGORNO and GENOA, also  
 VERONA and TRIESTE, all MED-  
 TERRANEAN, ADRIATIC, LE-  
 VANTINE and SOUTH AM-  
 ERICAN PORTS up to  
 CALLAO.  
 Taking Cargo at through rates to PERSIAN  
 GULF and BAGDAD, also BARCELONA,  
 VALENZA, ALICANTE, ALMERIA and  
 MALAGA.  
**THE Steamship**  
 "BISAGNO."  
 Captain Magnani, will be despatched as above  
 ON SATURDAY, the 10th November, at  
 Noon.  
 At Bombay the steamer is discharging in  
 the Dock.  
 For further particulars regarding Freight  
 and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 31st October, 1900. [2792]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).  
 Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
 LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANTE, BLACK SEA  
 and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN, HAMBURG (via COLOMBO)	About 22nd November.
AMBRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 4th December.
ARAGONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th December.
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to  
**CARLOWITZ & CO.,**  
 AGENTS.  
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,  
 OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 11th October, 1900. [13]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
 AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
 VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 Twin Screw Steamships—6,600 Tons—10,000 Horse-Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
 (SUBJECT TO ALTERATION).  
 "EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 21st Nov., 1900  
 "EMPEROR OF JAPAN"....Comdr. H. Pybus, R.N.E. WEDNESDAY, 19th Dec., 1900  
 "EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.E. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
 INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-  
 COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and  
 make connection at Vancouver with the PACIFIC RAILWAY, which leaves daily, and cross the Continent  
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection  
 is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,  
 which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal points and AROUND THE WORLD. Return  
 tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval,  
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
 Japan Governments.  
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
 (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL  
 TRAINS (the Company having received the highest award for same at recent Chicago World's  
 Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
 through which the Railway passes.  
 THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated  
 by the Company, and their appointments and Cuisine are unexcelled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
 D. E. BROWN, General Agent,  
 Pedder Street.  
 Hongkong, 25th October, 1900. [9]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO, SAIL ON	REMARKS
LONDON, &c.	CHUSAN	10th Nov.	See Special Advertisement.
SHANGHAI	SOBRON	10th Nov.	Freight or Passage.
	L. M. Wilmot, R.N.E.		
	PASSENGER SEASON, 1901		
	PLASSY	7,240 tons	March 30th
	SOBRON	7,382 tons	April 27th
			MARSEILLES AND LONDON DIRECT
			Without Transshipment
			For Further Particulars, apply to
			A. N. MARSHALL,
			Acting Superintendent
			Hongkong, 4th November, 1900. [1]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,**  
**PORT SAID, NAPLES, GENOA, ANTWERP,**  
**BREMEN/HAMBURG.**  
**PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.**  
**ALSO**  
**LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON**  
**AND SOUTH AMERICAN PORTS.**

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
 IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
BAYERN	14th November.	
STUTTGART	25th November.	
KONIG ALBERT	12th December.	
PRINZ HEINRICH	26th December.	
PRINZESS IRENE	9th January, 1901.	
PREUSSEN	23rd January, 1901.	
HAMBURG (Hamburg-Amerika Linie)	6th February, 1901.	
SACHSEN	20th February, 1901.	
KIAUTSCHOU (Hamburg-Amerika Linie)	6th March, 1901.	

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN,"  
 of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MALES, PASSENGERS  
 SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till Noon on MONDAY, the 12th November. Cargo and Specie  
 will be received on Board until 5 P.M. on TUESDAY, the 13th November, and Parcels will be  
 received at the Agency's Office until Noon on TUESDAY, the 13th November.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
 Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
 AGENTS.  
 Hongkong, 1st November, 1900. [8]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI  
 INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
 IN CONNECTION WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	3,601	W. Watt	November 26
BRAMAR	3,601	W. Watt	December 6
GOODWIN	3,601	J. S. Cox	December 12
DUKE OF FIFE	3,601	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the  
 PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED  
 STATES and to EUROPE.

**HONGKONG TO LONDON, 253.**  
 Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

**HONGKONG TO NEW YORK, 248.**  
 The Railroad travelling is second to none on the American Continent; two trans-continental  
 trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night;  
 TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.  
 The YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA AND TACOMA, 435.**  
 The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA  
 and TACOMA to DIXIE and ST. MICHAEL.

Rates of Passage to other points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
**DODWELL & CO. LIMITED,**  
 General Agents.  
 Hongkong, 5th November, 1900. [19]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 9th Nov. at Daylight
KAGOSHIMA MARU	BOMBAY VIA SINGAPORE and COLOMBO	WEDNESDAY, 14th Nov. at Noon
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE	FRIDAY, 16th Nov. at Daylight
F. L. Sommer	PENANG, COLOMBO & PORT SAID	FRIDAY, 16th Nov. at Daylight
KASUGA MARU	SEYDNEY and MELBOURNE via HAWAII, THURSDAY ISLAND	FRIDAY, 23rd Nov. at 4 P.M.
E. W. Haswell	TOKYO, HONOLULU and BRISBANE	FRIDAY, 23rd Nov. at 4 P.M.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE	FRIDAY, 23rd Nov. at 4 P.M.
J. W. Ekstrand	USA, VIA SHANGHAI MOI	FRIDAY, 23rd Nov. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
 United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and  
 Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company or  
 Local Branch Office at Prince's Building, First Floor, Upper Road, A. S. MISHRA,  
 Manager.  
 Hongkong, 30th October, 1900. [12]

**OCEAN STEAMSHIP COMPANY.**  
**FOR LONDON VIA SUEZ CANAL.**  
**THE Company's Steamship**  
 "AGAMEMNON."  
 Captain Nash, will be despatched as above on  
 TUESDAY, the 12th November.  
 For Freight, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 3rd October, 1900. [2509]

**OCEAN STEAMSHIP COMPANY.**  
**FOR LONDON VIA SUEZ CANAL.**  
**THE Company's Steamship**  
 "AJAX."  
 Captain Nash, will be despatched as above on  
 TUESDAY, the 12th November.  
 For Freight, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 19th October, 1900. [2688]

**NATAL LINE OF STEAMERS.**  
**THE Undermentioned GENERAL AGENTS**  
 in OCEANIA, AFRICA, and the Indian Line  
 are prepared to issue THROUGH BILLS  
 OF LADING for all the principal ports in  
 SOUTH AFRICA, in connection with INDO-  
 CHINA STEAM NAVIGATION CO. fortnightly  
 service hence to CALCUTTA. Sailings from  
 CALCUTTA for OCEANIC Ports every fortnight.  
 For Freight, apply to further particulars,  
 apply to  
**DODWELL & CO. LIMITED,**  
 General Agents for Oceania and Japan  
 Hongkong, 2nd August, 1897.

**OCEAN STEAMSHIP COMPANY.**  
**FOR LIVERPOOL DIRECT.**  
**(TAKING CARGO AT LONDON RATES).**  
**THE Company's Steamship**  
 "TANTALUS."  
 Captain Gregory, will be despatched as above  
 ON SATURDAY, the 17th November.  
 For Freight, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 12th October, 1900. [2648]



VESSELS ON THE BERTH  
NOTICE TO SHIPPERS.

**FOR MANILA VIA AMOY**  
THE Company's Steamship  
"PAK"  
Captain Damsier, will leave as above and will have quick despatch.  
For Freight, apply to  
**MELCHERS & CO.**  
Agents.  
Hongkong, 5th November, 1900. [2807]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
City of Rio de Janeiro, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 28, at DAYLIGHT.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 28th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN,**  
Agent.  
Hongkong, 15th October, 1900. [3]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

"CHELYDRA"  
Captain Davis will be despatched as above on FRIDAY, the 8th inst., at NOON.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 3rd November, 1900. [2799]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR YOKOHAMA AND KOBE.

## THE Company's Steamship

"CHINGTO"  
Captain Williams will be despatched as above on SATURDAY, the 10th inst., at NOON.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 25th October, 1900. [2735]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR SINGAPORE, AMOY, AND TAMSUI.

## THE Company's Steamship

"MAIZURU MARU"  
Captain T. Ogata will be despatched for the above ports on SUNDAY, the 11th November, at DAYLIGHT.  
For Freight or Passage, apply to  
**THE MITSUBISHI KAISHA,**  
Agents.  
Hongkong, 25th October, 1900. [2735]

## GLENVIEW OF STEAMERS

## FOR NEW YORK.

## THE Company's Steamship

"GLENHARRY"  
Captain T. Ogata will be despatched for the above port on the 25th November, 1900.  
For Freight or Passage, apply to  
**McGREGOR, BROS. & CO.,**  
Agents.  
Hongkong, 26th October, 1900. [2740]

VESSELS ON THE BERTH  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.  
THE Company's Steamship

## "CHUSAN"

Captain O. D. Bennett, R.M.S., carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
**A. M. MARSHALL,**  
Acting Superintendent.  
Hongkong, 20th October, 1900. [1]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship  
Captain Ellis will be despatched for the above ports on THURSDAY, the 15th November, at 2 P.M.  
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 20th October, 1900. [2769]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR BATAVIA, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &amp;c.

## PORTS OF BRAZIL AND RIVER PLATE.

## ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship

## "TONKIN," Captain Vaguer, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via ports of call, WITHOUT TRANS-SHIPMENT.

## Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

## Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Passes until 5 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

## For further Particulars, apply at the Company's Office.

## G. DE CHAMPEAUX, Agent.

## HONGKONG, 6th November, 1900. [2]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

## THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

## S.S. "CARLISLE CITY" On 20th Nov. 8.002 Tons.

## THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

## Through Bills of Lading issued to any point in the United States.

## Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

## Consular Invoices to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan. [14]

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "HILGLEN" will be despatched for the above port on or about the 25th November, 1900.

For Freight, apply to  
**DODWELL & CO. LD.,**  
Agents.  
Hongkong, 25th October, 1900. [240]

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor the Owners will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

S.S. "MAINE," American ship, Colcord.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

Standard Oil Co.

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